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ANALYTICAL PREDICTION OF PRESSURES AND FORCES ON A SHIP HULL DUE TO CAVITATING PROPELLERS

bу

Paul Kaplan, James Bentson and Moshe Benatar

Prepared for

Department of the Navy Office of Naval Research 800 N. Quincy Street Arlington, Virginia 22217

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The University of Michigan
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The solution provides the pressure distribution at different sections on the hull, from which the total forces are then determined via integration with this strip theory approach. In addition the effects of different mode shapes of hull vibration are incorporated in order to obtain generalized forces for determining hull vibration responses. Illustrations of results are given for a representative naval auxiliary vessel.

The effect of different section snapes and dimensions in establishing body solid boundary factors (relative to the free space pressure) is also demonstrated. An extension of the basic analysis is applied to the problem of a ship section with adjacent rigid boundaries on the free surface similar to the case of particular cavitation tunnel test facilities, thereby providing a method of evaluating boundary effects of laboratory test facilities relative to full scale flow conditions.



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ABSTRACT

An existing technique for determining free space pressures generated by a cavitating propeller operating in a ship wake is used as the basic input for determining the pressure distribution on various ship sections. The procedure involves establishing a boundary value problem on the ship section and the free surface, with appropriate conformal mapping operations that allow conversion of the problem to a more simplified boundary, viz. a flat plate and its adjacent free surface which represents the boundary for the lower half-plane. The integral equation for solution of this problem to determine the pressure is established and solved analytically, with evaluation carried out by means of digital computation in terms of the various physical parameters and those obtained from the mapping procedure.

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INTRODUCTION

During the past 25 years extensive studies have been carried out, both theoretically and experimentally, relating to the bearing forces acting on a propeller in a ship wake as well as determining the free space hydrodynamic pressure generated by such a propeller in that operating mode. most of these studies were initially concerned with propellers for which cavitation was not present, the occurrence of cavitation on the propeller has led to free space pressures that are an order of magnitude larger than those associated with the noncavitating propeller. The occurrence of cavitation is usually present in a limited angular region about the upright (i.e. 12 o'clock) position of the propeller blade as it encounters a wake field that varies significantly in that region. This large pressure due to cavitation results from the rapid growth and collapse of the cavity volume which begins in the region of the blade tips.

In view of the importance of this effect of cavitation which leads to these high pressures, and the interest by designers in various propeller modifications that could result in reduced tip clearance and changes in the local hull shape in proximity to the propeller, it is important to have a method that could predict the magnitude of the pressures as well as the forces acting on the ship hull due to the effects of the cavitation that may occur on the propellers under those conditions. Some work has been previously published (Kaplan et al, 1979) that allows determination of the vibratory hydrodynamic pressures arising from propeller cavitation, and that work has demonstrated a fair degree of success in prediction and correlation with a number of experimental measurements (both model and full scale). This particular tool can be used as a basic element to determine the extent of possible vibratory problems associated with design variations of propeller-hull form

configurations for different applications.

The method of (Kaplan et al, 1979) is primarily concerned with determining the basic free space pressures associated with the occurrence of cavitation. What is important for further practical utility would be a method that allowed accurate determination of the pressure distribution on various sections of a ship hull due to these cavitating propellers. The usual procedure has been to multiply the free space pressure by a factor of 2, reflecting the influence of a large flat boundary. Since all ship sections do not necessarily have such a characteristic, an appropriate analysis should be made to determine the proper pressure distribution on a ship section.

In addition to the determination of pressure per se, it is recognized that any vibration analysis would require determining the total forces acting on the ship hull due to the propeller-induced pressures. There are a number of different ways in which this can be done at present, either by solution of a diffraction problem as in the work of (Breslin and Eng, 1965) or by use of the reciprocity relations derived by (Vorus, 1974). Another possibility would be to integrate the pressure distribution along each section, if that information is available. Regardless of which way is considered for determining the force by any of the methods discussed above, an extensive degree of analysis and/or computation is necessary in order to determine the total forces with the present state-of-the-art.

The present report describes a technique for determining the pressure distribution at various ship sections as a function of the ship section geometry, using information on the free space pressure field due to a cavitating propeller in a wake. Another element of this work is a simple determination of the total force on different ship sections, from which the entire vibratory force can be evaluated. A description of the procedures that are used to obtain all of these results is given in the following sections of this report.

FREE SPACE PRESSURES, INCLUDING CAVITATION EFFECTS

Since the present work applies and extends the procedures developed by (Kaplan et al, 1979), some of the basic concepts used in that particular study are described here. The procedure in (Kaplan et al, 1979) initially makes use of an existing computer program and analysis (Tsakonas et al, 1976, 1977) developed at Davidson Laboratory to predict the blade forces acting on a non-cavitated propeller operating in a ship wake. The information on the radial distribution of blade forces from (Tsakonas et al, 1976) is used to establish values of local camber and angle of attack distributions along the propeller span. quantities, which establish local propeller blade section inflow velocity, cavitation index, etc., are used to evaluate the cavitation quantities appropriate to a particular propeller and wake at each propeller section of interest by use of a two-dimensional quasi-steady model of cavity flow (Geurst and Verbrugh, 1959). The cavitation quantities of interest in this case are the section force coefficients $(C_{T,r}, C_m, etc.)$ and the local cavity area for each section, which are found for conditions appropriate to partial cavitating flow ($\ell/c<1$, where ℓ = cavity length and c = chord length), supercavitating flow $(\ell/c<1)$, and the important "transition" range between these two cavitation regions.

With the basic cavitation properties described above, the analysis of (Kaplan et al, 1979) establishes a general representation of the velocity potential and hydrodynamic pressure field associated with a time-varying cavity on a propeller blade. The expressions contain terms associated with the effect of changing thickness and loading of the propeller, as well as the important source-like contribution associated with the changing volume of the cavity on the propeller (obtained in terms of the distribution of cavity sectional area along the span of each propeller blade). The total free space pressure at any point is then found by

the sum of the terms corresponding to the cavitation effect (cavity source effect and loading) as well as the effects of the non-cavitating propeller found from (Tsakonas et al, 1977). In most practical cases the non-cavitating propeller contribution is essentially negligible in comparison with the contributions arising from cavitation.

The expression for the field pressure due to the cavity effect on the propeller is given in terms of variables related to the coordinate system shown in Figure 1, and is given by

$$p_{\mathbf{c}} = \frac{{}^{\circ} \mathbf{f}^{\Omega}}{4\pi} \int_{\mathbf{r_{\mathbf{c}}}(\theta)}^{\mathbf{r_{\mathbf{o}}}} \left\{ \frac{1}{R^{3}} \frac{{}^{3} \mathbf{A}_{\mathbf{c}}}{{}^{3} \theta} \left[\overline{\mathbf{U}} \mathbf{x} - \Omega \mathbf{r}_{\mathbf{p}} \left(1 + \frac{1}{2\mathbf{r}} \frac{{}^{3} \lambda}{{}^{3} \theta} \right) \cdot \sin \left[\frac{1}{\theta} + \sigma_{\mathbf{s}} - \frac{1}{\theta} - \frac{(\mathbf{c} - \lambda)}{2\mathbf{r}} \right] \right] + \frac{\Omega}{R} \frac{{}^{3} \mathbf{A}_{\mathbf{c}}}{{}^{3} \theta^{2}} d\mathbf{r}$$

$$(1)$$

In this expression R is the distance from any blade element to the field point; \overline{U} is the mean axial velocity averaged over the propeller disc; r is the radial coordinate along the propeller blade; A_C is the cavity area; Ω is the propeller angular velocity; σ_S is the skew angle of the blade. The radiated field pressure due to the cavity can be seen to contain sources with strength proportional to $\partial^2 A_C/\partial t^2$ and dipoles (axial and transverse) with strength proportional to $\partial A_C/\partial t$, together with a dependence on the cavity length and its variation with time.

The field pressure due to the change in loading arising from cavitation is expressed by

$$p_{\ell} = -\frac{1}{4\pi} \int_{\mathbf{r}_{c}}^{\mathbf{r}_{o}} \frac{\partial}{\partial n} \left(\frac{1}{R}\right) \Delta L_{cav}(\mathbf{r}, t) dr$$
 (2)

where the integration is carried out over the cavitated region on the blade. The quantity ΔL_{CaV} is the change in lift of each radial section of the propeller blade due to cavitation, and the operation $\partial/\partial n$ represents the normal derivative relative to the helicoidal surface. The various operations to obtain the lift due to cavitation, the angle of attack, force coefficients, cavity characteristics, etc. used in

the evaluation of Eqns. (1) and (2) are described by (Kaplan et al, 1979).

The values of pressure due to cavity geometry variations (from Eqn. (1)) and pressure due to load changes due to cavitation (from Eqn. (2)) are added together to produce the total pressure due to cavitation for a single blade. This is evaluated as a function of time (or blade angle) during a single propeller rotation, and the resulting time history is then Fourier analyzed in terms of the shaft rate and higher harmonics. With proper allowance for relative blade phasing the total effect for the entire propeller is obtained by summing all the harmonic components, which results in final output pressure at the propeller blade rate and its harmonics.

The results obtained by this method (Kaplan et al, 1979) showed good agreement for measured point pressures on a ship hull, for both model and full scale conditions. The model test results were obtained in European research establishment water tunnels using simulated wakes and dummy stern regions, while full scale data was obtained from direct measurements at sea. In view of the good agreement with measurements exhibited by (Kaplan et al, 1979), which includes the important higher harmonics of blade rate, the basic theory used there appears to be a valid representation of the important effects occurring due to propeller blade cavitation.

METHOD OF ANALYSIS - PRESSURE DISTRIBUTION ON SHIP SECTIONS

With knowledge of the free space pressure due to the propeller it is necessary to determine the effect of different ship sections on the actual pressures experienced on the ship hull boundary, i.e. the effect of the ship hull in changing the magnitude of the incident free space pressure. The basic method of analysis used here assumes that a strip theory method is applicable, with the effect of the ship hull section determined by means of a two-dimensional analysis. This procedure is considered to be applicable to the present case since the rate of spatial decay of the pressure field is primarily due to the changing volume of the cavity, which acts as a source whose rate of spatial variation is much smaller than that due to loading variations that has been the primary influence for non-cavitated propellers.

The effect of the ship hull section is evaluated by assuming that the sections can be represented in terms of a multi-parameter conformal mapping that generalizes the Lewis form method (Lewis, 1929) for ship sections. In the present case the incident flow field is that due to the free space pressure field of the propeller, which is evaluated in the plane of the ship section of interest. The method of formulating the boundary value problem appropriate to this type of approach is given below.

Boundary Value Problem

The boundary value problem is established in terms of the pressure as the dependent variable, with the pressure determined by a linear operation on the velocity potential, i.e.

$$p = -\rho_{f} \left(\frac{\partial}{\partial t} + \overline{U} \frac{\partial}{\partial x} \right) \phi \tag{3}$$

where ϕ = the velocity potential and the pressure is expressed with respect to atmospheric pressure as a reference. On that basis the boundary value problem for any ship section

is expressed as shown in Figure 2, where the pressure is assumed to be zero on the free surface due to the high frequencies associated with propeller vibratory effects. The requirement that the normal derivative of the pressure is zero on the section boundary follows from the requirement that $3\phi/3n=0$ on that boundary; since pressure is defined in terms of linear differentiation operations on the potential, this boundary relationship then follows.

The problem can be simplified further by decomposing the pressure field into a sum of contributions due to the incident flow field p_p due to the propeller free space pressure, p_i due to the image with respect to the free surface, and the additional pressure p' representing the effects of the ship section

$$p = p_p + p_i + p' \tag{4}$$

The image pressure is selected so that $p_p + p_i = 0$ on the free surface. This is easily accomplished using the representation in Eqns. (1) and (2) (Kaplan et al, 1979) with a simple change in the definition of the distance R for the image terms. The resulting boundary value problem on the free surface and on the ship section boundary is given in Figure 2 in terms of values of the pressure p', i.e.

$$p' = 0$$
 , on free surface (5)

and

$$\frac{\partial p'}{\partial n} = -\left(\frac{\partial p}{\partial n} + \frac{\partial p_i}{\partial n}\right)$$
, on the section boundary (6)

The normal derivative of the propeller free space pressure and its image are known functions determined from the properties of the pressure field due to the cavitating propeller, which can be determined from the work of (Kaplan et al, 1979).

This boundary value problem can be put into a simpler form by means of conformal transformations from a ship section

to a unit radius semicircle and from there to a flat plate. In this manner the various boundary values of the pressure and its derivatives are also transformed in such a way that the problem complexity is reduced and the boundary is simplified.

Introducing the complex potential W, whose real part is taken as the pressure, the complex derivative of W in the physical body plane defined by $Z = \gamma + iz$ is given by

$$\frac{dW}{dZ} = \frac{\partial p}{\partial y} - i \frac{\partial p}{\partial z} \tag{7}$$

The flow in the body plane is then transformed to the circle plane (z-plane) by means of a conformal mapping defined by

$$Z = a_1 \left[\frac{1}{5} + \sum_{n=1}^{\infty} a_{n+1} \frac{5(-2n+1)}{3} \right]$$
 (8)

The mapping function from the body plane to the circle plane defined by Eqn. (8) requires a_{n+1} to be found in order to relate the coordinates in the body plane to points along the semicircle. The coefficient a_1 is selected as a normalizing factor so that the transformation goes from the body to a semicircle of unit radius.

The complex pressure gradient determined from the complex potential W is then transformed into the circle plane by means of the operation

$$\frac{dW}{d\zeta} = \frac{dW}{dZ}\frac{dZ}{d\zeta} \tag{9}$$

With $\zeta = \xi + i_{\eta} = e^{-i\phi}$ on the unit circle, Eqn. (9) then becomes

$$\frac{dW}{d\zeta} = \frac{\partial p}{\partial \zeta} - i \frac{\partial p}{\partial \eta} = a_1 \left(\frac{\partial p}{\partial y} - i \frac{\partial p}{\partial z} \right) \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} e^{i2n\phi} \right]$$
 (10)

which leads to

$$\frac{\partial p}{\partial \xi} = a_1 \frac{\partial p}{\partial y} \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} \cos 2n \phi \right] - a_1 \frac{\partial p}{\partial z} \sum_{n=1}^{\infty} (2n-1) a_{n+1} \sin 2n \phi$$
(11)

and

$$\frac{3p}{3n} = a_1 \frac{3p}{3z} \left[1 - \sum_{n=1}^{\infty} (2n-1) a_{n+1} \cos 2n \right] + a_1 \frac{3p}{3y} \sum_{n=1}^{\infty} (2n-1) a_{n+1} \sin 2n z$$
(12)

As shown in Figure 3, the mapping then proceeds from the unit semicircle to a flat plate (u-plane) by means of the transformation

$$\omega = \frac{1}{2} \left(\zeta + \frac{1}{\zeta} \right) \tag{13}$$

where $\omega = \alpha + i\beta$. The pressure gradient realtions are then

$$\frac{dW}{d\omega} = \frac{\partial p}{\partial \alpha} - i \frac{\partial p}{\partial \beta} = \frac{dW}{d\zeta} \frac{d\zeta}{d\omega}$$
 (14)

where

$$\frac{\mathrm{d}\zeta}{\mathrm{d}\omega} = 1^{\frac{1}{2}} \frac{\omega}{\sqrt{\omega^2 - 1}} \tag{15}$$

Since in conformal mapping procedures the normal to the surface is preserved, the pressure gradient 3p/3ß normal to the flat plate corresponds to the transformed value of the normal derivative of the pressure on the original body section. For the lower surface of the flat plate, which corresponds to the body section boundary, this leads to

$$\frac{\partial \mathbf{p}}{\partial \beta} = \frac{\partial \mathbf{p}}{\partial \eta} - \frac{\partial \mathbf{p}}{\partial \xi} \frac{\alpha}{\sqrt{1 - \alpha^2}} \tag{16}$$

The boundary value problem is then shown in Figure 3 as a mixed boundary value problem for the pressure p'along the entire real axis of the ω -plane. All that is needed for establishing the values of the normal derivative along the plate boundary are the values of the a_n quantities in the transformation to the circle plane give by Eqn. (8). Those values are found by a method based upon a least squares-sequential iterative procedure (von Kerczek and Tuck, 1969) for which a computer program was established. The program considered 7 values of the a_{n+1} coefficients (plus the value of a_1) for proper representation of ship sections of practical interest.

INTEGRAL EQUATION - FORMULATION AND SOLUTION

The boundary value problem on the flat plate plane (ω -plane) can be solved by establishing an integral equation by the use of Green's theorem. The Green's function is selected as

$$G(u,v;x,\beta) = \ln \sqrt{(u-\alpha)^2 + (v-\beta)^2} - \ln \sqrt{(u-\alpha)^2 + (v+\beta)^2}$$
 (17)

for which

$$G(u,0;\alpha,\beta) = 0 (18)$$

$$G_{V}(u,0;\alpha,\beta) = \frac{-2\beta}{(u-\alpha)^{2} + \beta^{2}}$$
 (19)

Applying Green's theorem to a contour along the real axis with a large circular arc in the lower half-plane and small arcs about the points $\stackrel{+}{-}1$, and on the limit as to the small arcs+0 and the radius of the large circle+ ∞ , this leads to

$$p'(\alpha,\beta) = \frac{1}{2\pi} \int (Gp'_{V} - p'G_{V}) du$$
real
axis
$$= \frac{1}{2\pi} \int p'(u,0) \frac{\partial}{\partial \beta} \ln \left[(\dot{u} - \alpha)^{2} + \beta^{2} \right] du$$

which is the Poisson formula for the half plane.

Since $p_{\beta}^{\, \bullet}$ is known on the plate, differentiate with respect to β leading to

$$p_{\beta}^{*}(\alpha,\beta) = \frac{1}{2\pi} \int_{-1}^{1} p^{*}(u,0) \frac{\partial^{2}}{\partial \beta^{2}} \ln \left[(u-\alpha)^{2} + \beta^{2} \right] du$$

$$= -\frac{1}{2\pi} \frac{\partial^{2}}{\partial \alpha^{2}} \int_{-1}^{1} p^{*}(u) \ln \left[(u-\alpha)^{2} + \beta^{2} \right] du$$

$$= -\frac{1}{2\pi} \frac{\partial^{2}}{\partial \alpha^{2}} \int_{-1}^{1} p^{*}(u) \ln \left[(u-\alpha)^{2} + \beta^{2} \right] du$$
(21)

by means of the Laplace equation. Integrating both sides with respect to α (from -1 up to α), and letting $\beta+0$ while taking ap-

propriate limits and values, leads to

$$c + \int_{-1}^{x} f(s) ds = \frac{1}{\pi} \int_{-1}^{1} \frac{p'(u)}{u-\alpha} du$$
 (22)

where f(x) is the known value of p_{β}^* along the flat plate. As discussed previously that value is found at any ship section from knowledge of the propeller and free surface image pressure gradients and the mapping coefficients (multiparameter transformation from Z to ζ -planes), with the basic expressions shown in Eqns. (11), (12) and (16).

The singular integral equation in Eqn. (22) is essentially the same as that in (Kaplan and Sargent, 1972) and the solution is also similar. With the requirement of the solution being bounded at both ends $(\frac{1}{2})$, it is given by

$$p'(\alpha) = -\frac{1}{\pi} \sqrt{1-\alpha^2} \int \frac{1}{\sqrt{1-u^2}} \frac{1}{\sqrt{1-u^2}} \frac{1}{(u-\alpha)}$$
 (23)

as indicated by the methods in (Muskhelishvili, 1963).

The solution in Eqn. (23) is evaluated by defining new variables, i.e. $u = \cos \theta$, $\alpha = \cos \theta$ and it is assumed that the integral $\int_{0}^{\infty} f(s) ds$ can be expanded into a Fourier series form in terms of cosines, viz.

$$\int_{-1}^{u} f(s) ds = \sum_{n=1}^{\infty} A_n \cos n\theta$$
 (24)

Substituting the new variables and the Fourier expression of Eqn. (24) leads to

$$p'(\alpha) = -\sum_{n=1}^{\infty} A_n \sin n \theta_0$$
 (25)

where $\theta_0 = \cos^{-1}\alpha$, by use of the Glauert integrals of airfoil theory (Glauert, 1937).

The pressure distribution along the ship section boundary of interest is found by adding the contribution from Eqn. (25)

together with the free space pressure of the cavitating propeller as well as its free surface image. The computational procedure considers the separate sine and cosine harmonic terms at blade rate and higher harmonics from each constituent term, adding all contributions to each oscillatory function and then determining the resulting amplitude and phase of the final total pressure signal on the boundary.

The pressure distribution is determined at points along the section boundary that correspond to points that are equally spaced in the unit circle in the z-plane, i.e. equally spaced angles. This procedure assists in the determination of the Fourier cosine coefficients in the expansion of Eqn. (24). The location of the points on the section in the z-plane is readily determined by use of Eqn. (8), which establishes the locations at which the pressures and pressure gradients from the cavitating propeller and its free surface image are to be calculated.

The total lateral and vertical force on each section are determined by integrating the pressure along the boundary, with appropriate account of directions, separate sine and cosine components for each harmonic of blade rate, etc. With knowledge of the sectional forces obtained in this manner the total forces are obtained by integrating the section forces along the length of the hull, which is the conventional procedure employed in strip theory analyses. Devoting the local sectional forces as $F'_z(x)$ and $F'_y(x)$ for the vertical and lateral forces, the total vertical and lateral forces on the ship due to the pressures arising from a cavitating propeller are represented by

$$F_z = \int F_z'(x) dx$$
, $F_y = \int F_y'(x) dx$ (26)

The integrations in Eqn. (26) extend over a length region for which appreciable pressures and forces exist on the ship, which is determined either computationally, or by establishing a cut-off level, or arbitrarily to some location such as up

to midships at which the pressures and forces will generally be negligible. When considering the force information to determine forced vibratory response of a ship, by use of a modal method of analysis as an example (McGoldrick, 1960), the total force integral is weighted by a modal weighting function, viz. the normal mode shape $X_i(x)$ for the i^{th} normal mode. The generalized modal force is then represented by

$$F_{z_{i}} = \int F_{z}'(x) X_{i}(x) dx \qquad (27)$$

as a typical example, with appropriate consideration of the particular blade rate harmonic force values being used in such expressions. The use of a strip theory approach, with modal weighting from response analysis, has been used in various ship dynamic problems such as slamming response analysis (Kaplan and Sargent, 1972) and has proven to be a useful method for response predictions.

A listing of the computer program that solves the integral equation in the manner described above for use in determining the pressure distribution along the ship section is given in the Appendix. This computer program includes within its various procedures the calculation of the free space pressure due to a cavitating propeller; the pressure contribution due to the image; the determination of the various required pressure gradients; the conformal mapping and other coordinate transformations; etc. The procedures for determining the total forces acting on the ship, as well as the generalized modal forces, are also included in this program.

APPLICATION AND DISCUSSION OF RESULTS

In order to illustrate the nature of the results obtained from the preceding analysis, some representative calculations are carried out. The basic computational procedures that are necessary for the case of a cavitating propeller for a particular ship are described in block diagram form in Figs. 4 and 5. The procedure in Fig. 4 represents the various steps associated with the calculation of the pressure field arising from a particular propeller in a specified wake field, as described by (Kaplan et al, 1979). The diagram in Fig. 5 essentially describes the procedures developed in the present report.

The particular case illustrated here considers the auxiliary naval vessel designated as AO-177, which is a single screw tanker vessel. The propeller has 7 blades, with 45 deg. skew angle, with a 21 ft. diameter. This ship has been studied in a number of special investigations, with consideration of the occurrence of cavitation on the propeller blades due to the particular ship wake, e.g. (Bentson and Kaplan,1981a,1981b). Model tests have been carried out by David Taylor Naval Ship Research and Development Center for the basic ship to measure its wake field, as well as for the case where special flow-modifying fins were installed on the ship, with that data provided as input information that is used for the present calculations.

For the present purpose the particular wake, propeller design, etc. of the AO-177 is used only as a means of illustrating the nature of results for representative ship sections when using the present analysis. The various representative ship sections used for illustrating the present results are not necessarily those of the AO-177, although the flow field from which the propeller cavitation disturbing flows arise does correspond to that particular ship. The first case illustrated is that of a flat plate with a width of 60 ft. which is located in the free surface, where that section is assumed to be located at a distance of

5 ft. aft of the propeller plane (i.e. x=5 ft.). The wake field is that corresponding to the AO-177 fitted with the fins.

Calculations were made to determine the free space pressure along this flat plate section, as well as using the methods of the present analysis to determine the actual pressure inclusive of all other flows that would satisfy the boundary conditions of the present problem. An important feature of the results is not necessarily the pressures per se, but the ratio of the pressure along the plate to that of the free space pressure at each point along the plate. The results of this computation are shown in Fig. 6 illustrating the ratio of the pressure on the plate to the local free space pressure. Two curves are shown here in order to illustrate the accuracy of the results as a function of the number of points along the plate that are taken as input information for the integral equations. The differences due to the different number of points are more predominant in the region of the larger pressures, although the extent of such differences is not very significant. It can be seen by examination of Fig. 6 that the pressure on the plate increases to a value of the order of 2.6 times the local free space pressure, with the values of the pressure falling off to zero at the ends of the plate as expected. The average pressure for this distribution was found by means of integration, and was found to be 1.94 as is also illustrated in Fig. 6, with that value being close to the usual assumed value of the factor of 2 that is applied to free space pressures when determining pressure effects along a boundary.

While the results in Fig. 6 are informative, that only illustrates information appropriate to a particular special case. Other results are described below which have different numerical values and provide a different interpretation for the effect of the interaction of a representative ship section and the incident flow from a cavitating propeller.

Another case considers a flat plate section of 21.6 ft. width which is located in the free surface at the same position (i.e. x=5 ft.) in the wake due to the AO-177 with fins. The ratio of the pressure to the local free space pressure due to the propeller along this plate is shown in Fig. 7. It can be seen that this ratio has a maximum value of just under 1.4, with that maximum occurring near the plate center but slightly to port. This result illustrates the nature of the influence of the size of the plate relative to the disturbing flow field and/or the propeller.

Another application of the analysis considers an actual ship section taken from the AO-177, with that section being the profile corresponding to Station 19.5 on that vessel as illustrated in Figure 8. This section is essentially a shallow V-wedge shape, with the total lateral extent equal to 21.6. Assuming that this particular section is located at the position corresponding to x=5 ft. relative to the propeller, and with the wake the same as that of the AO-177 fitted with fins (the same case as for Figs. 6 and 7), the ratio of the pressure to the free space pressure along this section is shown in Fig. 9. In that situation the ratio reaches a maximum value of 2.0, with that maximum occurring somewhat to the starboard of the middle of the section. This result, when contrasted with that in Fig. 7, illustrates the effects of the actual section shape as well as the influence of the proximity of the center of the wedge region relative to the propeller tip.

Another illustration considers the same section corresponding to Station 19.5 of the AO-177, with the propeller operating in the basic wake of that ship without any flow-modifying fins. The section is assumed to be located 6 ft. forward of the propeller plane (x=-6 ft.) and the results for the ratio of the pressure along the plate to that of the local free space pressure due to the propeller are shown in Fig. 10. In that case the maximum value of this particular pressure ratio is 1.4, occurring somewhat to port

of the center of the section.

All of the above results illustrate the effect of the size of the section as well as its shape in regard to determining the magnitude of the pressures along different ship sections. The so-called boundary factor that accounts for the influence of the body section results in an increase in the value of the free space pressure to some factor that ranges both above and below the number 2, with the particular maximum value dependent upon the nature of the lateral size extent of the section, the shape of the section, the nature of the distribution of the free space pressure, etc. In addition the requirement that the pressure goes to zero at the ends of the section at the free surface is also a significant aspect of the present analysis that will affect the magnitude of the pressure distribution acting on various ship sections. All of these features influence the resulting pressure distribution values, indicating the basic complexity of determining the pressures on different ship sections and reducing the significance of the use of simplified factors for prediction of propeller-induced pressures and forces.

EFFECT OF RIGID FREE SURFACE CONDITIONS

In the preceding analysis the mathematical problem was formulated with the boundary condition corresponding to p=0 on the free surface. This particular boundary condition applies to the physical conditions corresponding to high frequencies, which is generally appropriate for the case of propeller-induced unsteady flows. There has been some previous analysis which considered the effects of different boundary conditions on the free surface (Vorus, 1976), where that analysis was applied to noncavitated propellers and was concerned with the total force as well as the local force on a strip section of a semi-infinite flat plate.

Aside from the basic interest in the influence of the free surface boundary condition, the consideration of a rigid wall free surface condition is important because it is representative of the flow conditions associated with model test procedures for ships in specialized water tunnel facilities that simulate full scale operation. In that case the free surface region is covered by rigid plates whose extent laterally can generally be represented by employing the boundary conditions of a rigid wall out to $\frac{1}{2} \infty$. On that basis the boundary condition for the pressure would correspond to $\frac{3p}{3n} = 0$ for the free surface as well as on the ship section boundary.

This problem can be analyzed by methods similar to that used for the case with a free surface boundary condition corresponding to p=0 by introducing a special image flow that results in satisfying the condition $\partial p/\partial z = 0$ on the free surface. This particular image is essentially the negative of the previous free surface image used for the earlier boundary condition, so that the total pressure can be represented by the expression

$$p = p_p + p_r + p' \tag{28}$$

where $p_r \approx$ the pressure induced by the rigid wall image $(p_r=-p_i)$, as defined previously). The resulting boundary

value problem on the ship section and the free surface is given by

$$\frac{\partial \mathbf{p'}}{\partial \mathbf{n}} = 0$$
 , on the free surface (29)

$$\frac{\partial p'}{\partial n} = -\left(\frac{\partial p_p}{\partial n} + \frac{\partial p_r}{\partial n}\right)$$
, on the section boundary (30)

where the required normal derivatives can be found from the cavitating propeller and the appropriate image.

By carrying out the same mapping procedures to the ξ and ω -planes, the resulting boundary value problem in the ω -plane is shown in Fig. 11. This boundary value problem can be solved by the use of Green's theorem, with the Green's function selected as

$$G(u,v;\alpha,\beta) = \ln \sqrt{(u-\alpha)^2 + (v-\beta)^2} + \ln \sqrt{(u-\alpha)^2 + (v+\beta)^2}$$
 (31)

for which

$$G(u,0;\alpha,\beta) = 2 \ln \sqrt{(u-\alpha)^2 + \beta^2}$$
 (32)

$$G_{\mathbf{V}}(\mathbf{u},0;\alpha,\beta) = 0 \tag{33}$$

By applying Green's theorem to the same type contour as was done previously, the basic solution for the pressure is given in terms of the values of the derivative p_3 on the plate, which is represented by the function $g(\alpha)$, in the form

$$p'(\alpha) = \frac{1}{\pi} \int_{-1}^{1} g(u) \ln |u-\alpha| du$$
 (34)

The value of $g(\alpha)$ is determined from the same basic relations as in Eqn. (16) applied to the combined pressure values found from the propeller and the rigid wall image. With the expression for the value of p' on the flat plate given above by Eqn. (34), this value is then transformed back to the appropriate points along the actual ship section boundary in the body plane. To this value is added the pressure values arising from the propeller and the rigid wall image,

resulting in the total pressure distribution as defined by Eqn. (28).

The above procedure describes the method for determining the pressure distribution on the ship section when considering a rigid wall free surface boundary condition rather than the conditions that are appropriate to the real physical case in full scale. Numerical evaluation for parrticular cases (which is not done here) will provide information on the pressure distribution appropriate to both sets of boundary conditions on the free surface, so that comparisons can then be made between the different results that arise from each set of conditions. In that way it is possible to evaluate the influence of the boundary effects applied in laboratory test facilities that do not employ an actual free surface, so that the influence of these boundary effects can be determined relative to what would be present for full scale flow conditions.

CONCLUSION

The method of analysis described herein provides a technique for determining the pressure distribution along different ship sections due to a cavitating propeller, with appropriate account of the effects of the free surface boundary condition and the influence of the body shape. The major results are presented for the case wherein the free surface boundary condition corresponding to zero pressure is imposed, with the resulting pressure distribution illustrating the manner in which the pressure reduces toward zero at the intersection of the section with the free surface. The figures illustrating the results demonstrate the difference between a more precise method of solution and the simplified methods that are usually applied in engineering practice.

As a result of the analysis presented here, a straightforward procedure is then available for determining pressure
distributions, local forces at various sections of a ship,
and also the total force due to the disturbing flows arising
from a cavitating propeller, including a procedure for modal
weighting for use in vibratory analysis. The analytical
tool described here is recommended for further practical
applications to various problems of interest involving
propeller-excited vibrations.

The analysis in the case of a rigid wall free surface boundary condition provides an entirely different type of solution that describes the pressure distribution under such a boundary condition. Since that type of boundary condition corresponds to the physical characteristics associated with particular types of model test facilities used for determining propeller vibratory pressures on ship hull sections, the analysis shown herein provides a means of representing the effects due to an imposed propeller pressure field. Comparisons can be made between the results predicted with the rigid wall boundary condition vis-a-vis

those from the zero pressure free surface condition as a means of illustrating the effects of model test facility boundary influence on measured pressures on ship hulls obtained from tests in such facilities.

It is recommended that extended calculations be carried out by these different approaches in order to provide guidance that will assist in interpreting the relation of model test values to the actual full scale pressures on ships with cavitating propellers. In view of the present use of such test facilities for p. dicting propeller-induced vibratory pressures and their associated effects, as well as possible new facilities built with the same basic testing concept, such an investigation has practical importance.

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APPENDIX

COMPUTER PROGRAM LISTING

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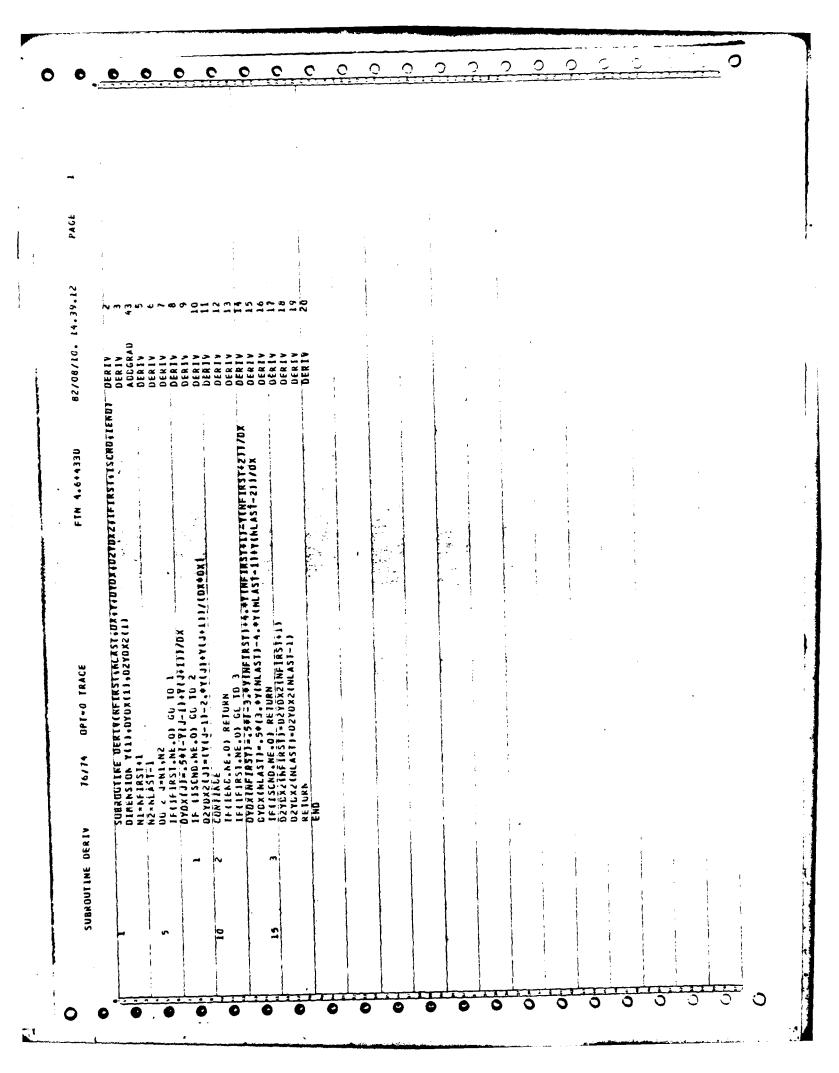
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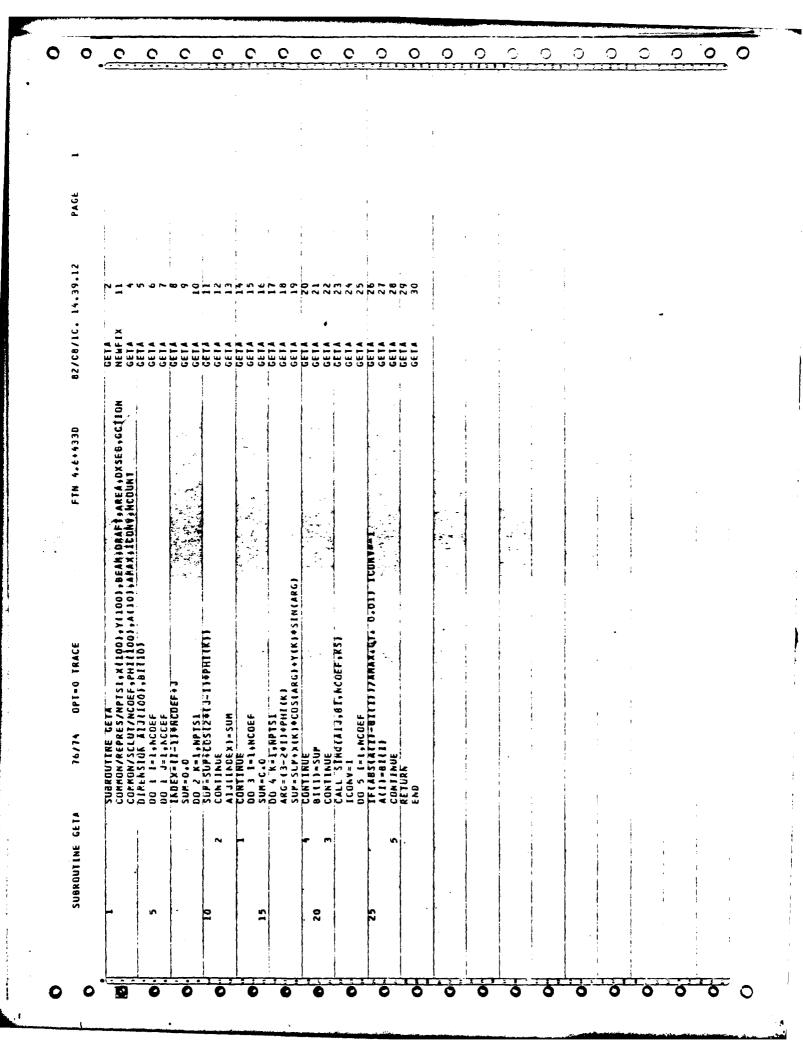
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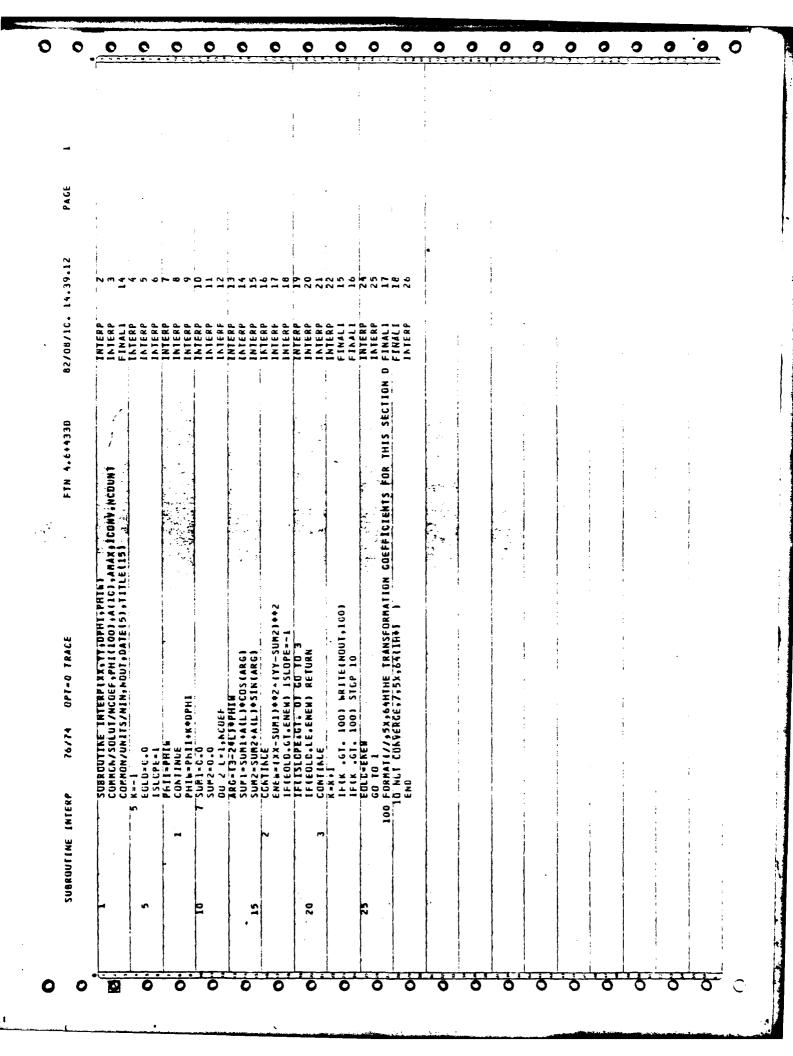
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		WRITE (NOCT; 201) RO; NRAG, RIND, ORNO	The same of the sa	INPUT	47 V	
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20				INPUT		
	3	TEST FOR INPUT ERRORS		INPUT	52	
		TO SECURE TO SECURE A TELESCOPIES	4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	INPU	2 4	
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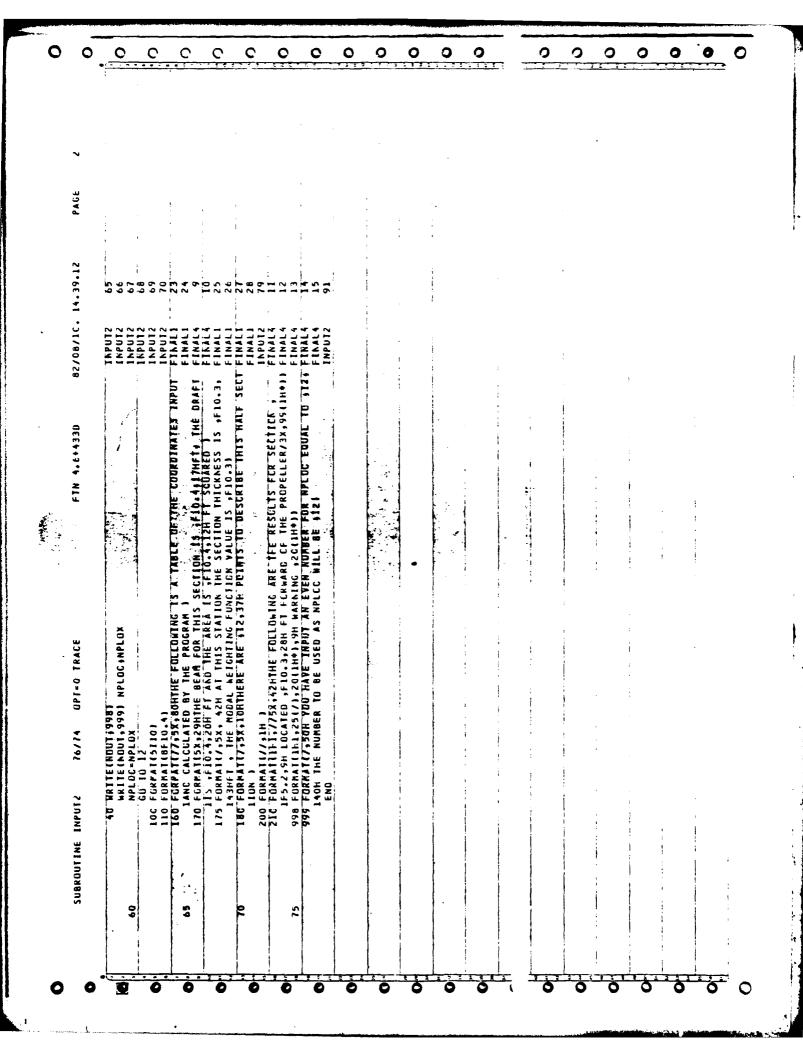
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	WRITE(KOUT,205) OU 1 J=1,ARAD RND=RIND+(J-1)*ORND		INPUT INPUT INPUT	64 64 65		C
	WRITE(NOUT; 209) RRD, PCHGRO(J); PSREWLY) CONTING RETURN		INPUT INPUT	67		C
100	FURKAT (544,1544) FURKAT (1615)		INPUT	80 - 81		<u> </u>
i	= =	TI" FE.ZJAXJZAHNUHBER UF RADIAL STRIPS FIRST STRIP JFS13,3X,27HNON-DIM INCRE	INPUT	64		C
205	ZHENT IN KAULL**F>*3' THE FT-2'3' THEN THEED THEST="F6.2" FCRHAIT SY; SHPRICH RPHE"FT-2',3X',1745HP SPEED THEST="F6.2" I 3x,26HPRINT OPTION FOR SOLUTION='A4') FORMAIT SX,13HNG OF BLADES="13,3X,3X,3HNG OF HARMONICS USE	HISHIP SPEED 1FPS1=,F6.2;	INPUT TAPUT TAPUT TAPUT	C		C
204	FORMAT SX, FOR COLATIONS - 131		NEUF IX INPC1	06 06	7	C
502	FG.2.3X,28HWATER DENSITY (SLUGS)FT FORMAIL//29X,24HPROPELLER SPANMISE 1 //30X,23HR/RO CHURD	1437=,F5.2/1 INPUT /28X,26(1H+) SKEW	INPUT	92 93 94		C
509	I/ 30X; 23H (FT) FORMAT(25X,F9.3) ENC	(KAU)	INPUT INPUT INPUT	100 102		0
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READ THE NUMBER OF POINTS DESCRIBING HALF THE SECTION AND THE NUMBER OF LOCATIONS DESIRED FOR PRESSURE CALCULATIONS.	222		- C
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ied: 0) CALL ERROR(7) (G1. 99) CALL ERROR(4)	NPUI2 19 NPUI2 20 NPUI2 21		0
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READ THE COORDINATES OF THE POINTS DESCRIBING THE MALF SECTION	KPU12 37		
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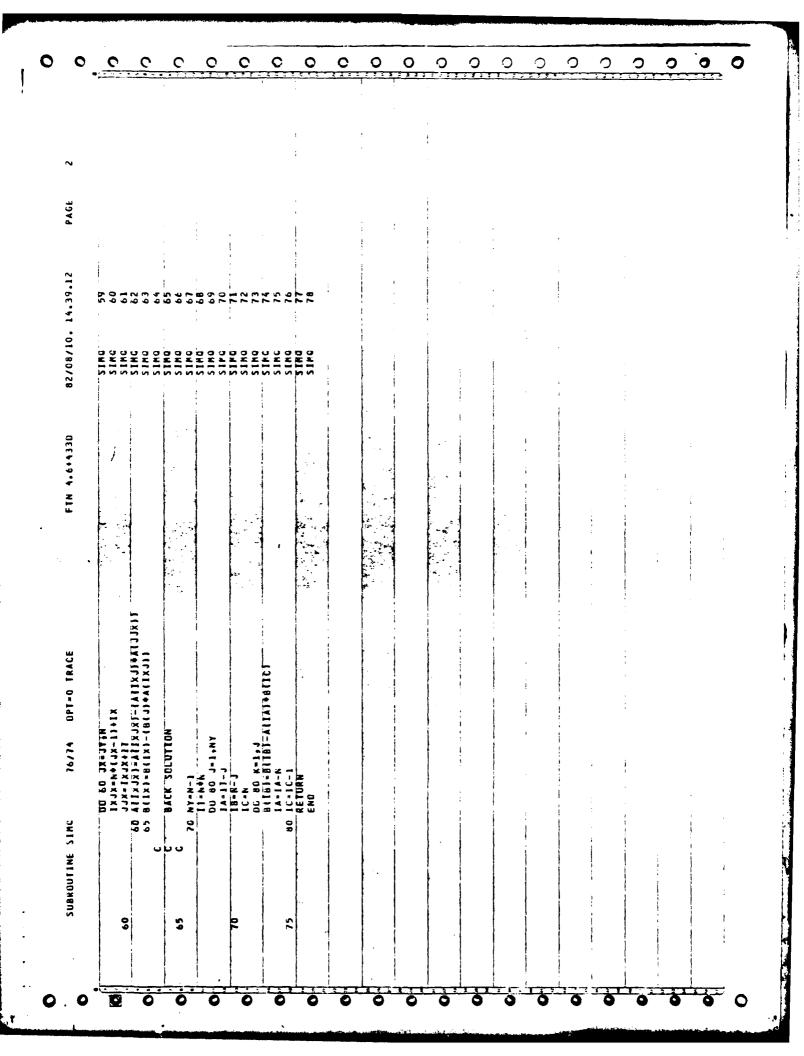
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07 (SINP	DP2CY=-(SINPH1+DP2RHD+COSPH1+OP2PH1/RHG DP2D2=(CCSPH1+DP2RHO-SINPH1+OP2PH1/RHO)		ADDGRAD	110		
E (1) = P.F.	Id+(I	1	PAFFA			
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THE TA- (1-1)	THE	1	PRESS	73		
I-SCR1(X)	.*R*RHU*CO	SITFETA+SKEW-PH	PRESS	75		
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PHI = - KHO	1510			121		
1£KF1=(1./R) 5T++41		KFE/KD+SINARG)+3.+CROKFOI/COI	ADDORAD	123		
	=(-1./GIST**31*((RFC/R)*CUSARG*(11A	IA+X+IRHD/R)+SINARG)+3.+CRDPI	ACOCKAO	124		
11)/0151) DPLKHC=-PCOR	I) FCOKST+FACTUR+OLIFT(K,I)+TERP1		ACCCRAD	921 126		
	=-FCONSI+FACTOR+OLIFI(K,1)+TERP2 =-ININPHI+OPIPHH+CCNPHI+OPIPH+1400	2	ADDGRAD	127		
2	• •	/RHG1	ADOCRAG	129		
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120	, —		AODGRAD	137		
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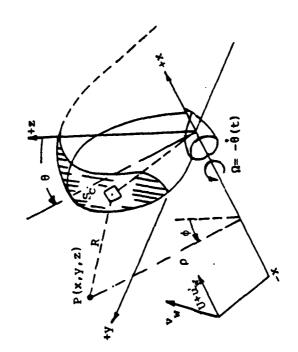
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Coordinate definition

Figure 1

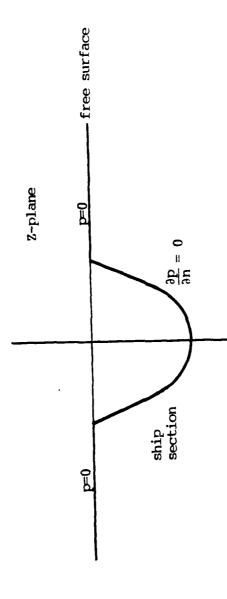
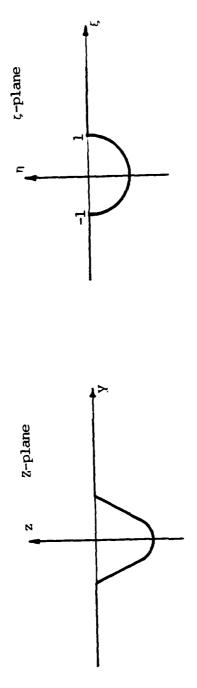


Figure 2 Boundary value problem in physical plane



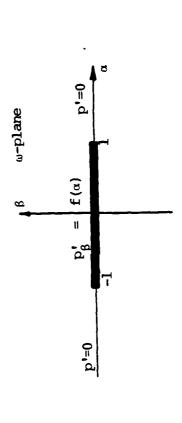
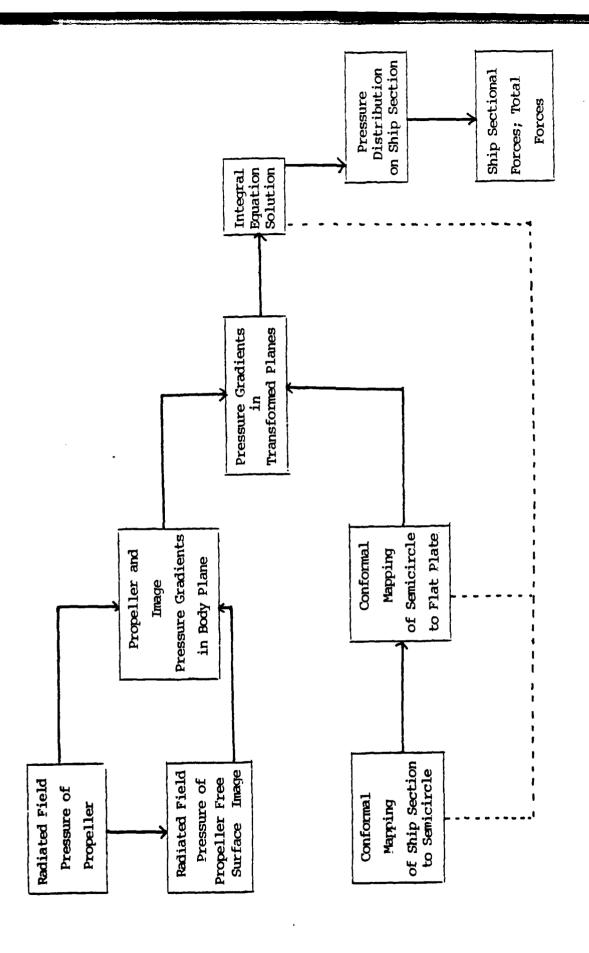
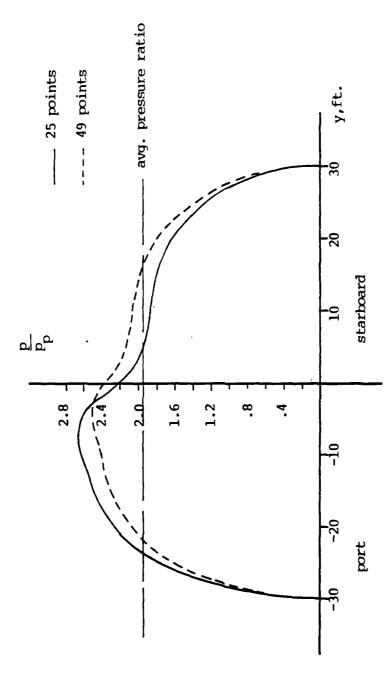


Figure 3 Conformal mappings and mixed boundary value problem

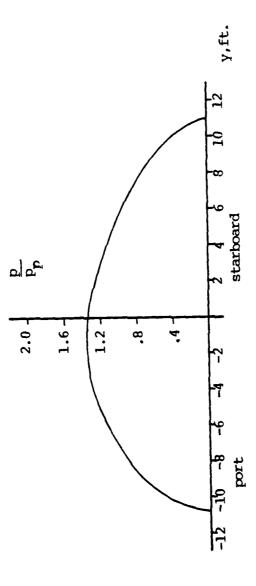
Figure 4 Computational proceedure for cavitation program



Computational procedure for determining pressure distribution and forces Figure 5



Variation of pressure relative to local propeller free space pressure on 60 ft. width flat plate, flow field due to AO-177 propeller in wake with fins, x=5 ft. location Figure 6



Variation of pressure relative to local propeller free space pressure on 21.6 ft. width plate plate, flow field due to AO-177 propeller in wake with fins, x=5 ft. location Figure 7

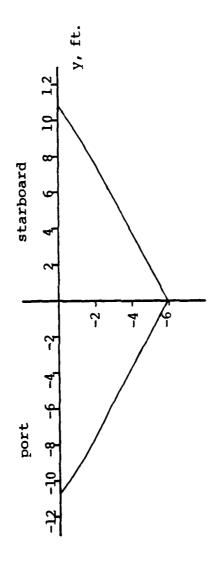
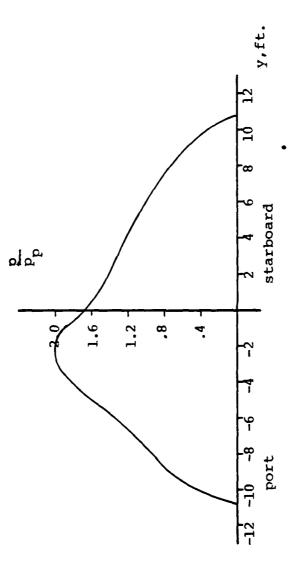
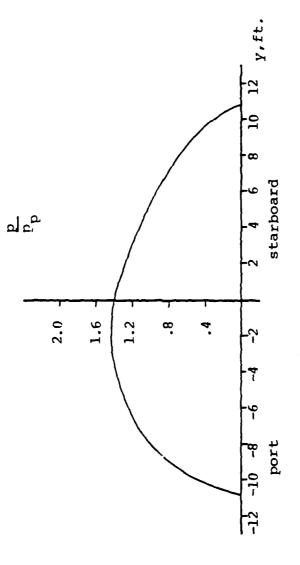


Figure 8 Section shape of AO-177 at Station 19.5



Variation of pressure relative to local propeller free space pressure along ship section corresponding to AO-177 Station 19.5, flow field due to AO-177 propeller in wake with fins, x=5ft. location Figure 9



Variation of pressure relative to local propeller free space pressure along ship section corresponding to AO-177 Station 19.5, flow field due to AO-177 propeller in ship wake, x=-6 ft. location Figure 10

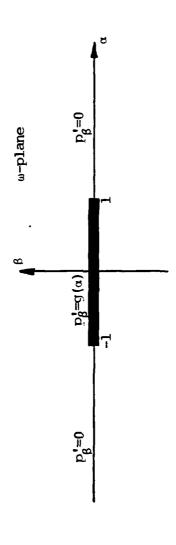


Figure 11 Boundary value problem in transformed ω -plane for free surface rigid wall condition

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